

*Chow*

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THRU : Chief, Industrial Division, ORR  
Chief, Aircraft Branch, D/I

Transmittal of, "Gaps in Intelligence Information on the Aircraft Industry of East Germany"

Forwarded herewith for your review is a "Gaps in Information Statement on the Aircraft Industry of East Germany."

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GAPS IN INFORMATION

EAST GERMANY

AIRCRAFT INDUSTRY

BACKGROUND

1. Knowledge of the scope, actual performance and progress of the aircraft industry in East Germany is of strategic and economic importance to the US. Determination of the amount of effort and money expended on the production of aircraft in East Germany may serve as an indicator of East German and Soviet intentions in military matters and in the area of Free-World Economic penetration.

2. The performance of the East German aircraft industry is quite well known. At Dresden-Klotzsche output of Il-14 (Crane) piston-engine transports currently is 3 per month. Production of Crane will stop late in 1959 when series-production of "152" jet transports is scheduled to start. Other aircraft considered for eventual production, probably at Dresden-Klotzsche, include a turboprop transport and a small jet trainer. At Pirna is a plant for the design and development of jet engines. Among current development projects there are large turbojet and turboprop engines and also a small jet engine which could be used in an automobile or small aircraft. At Schkeuditz aircraft sub-assemblies, for the Dresden-Klotzsche production, are manufactured, and various types of aircraft are overhauled. Large piston engines and large turbojet engines are in series production at Karl-Marx-Stadt and at Ludwigsfelde, respectively.

A more precise knowledge of the amount of investments and the cost of production, both for individual plants and for the industry as a whole would permit a more accurate estimate of national strength and of trends in the industry.

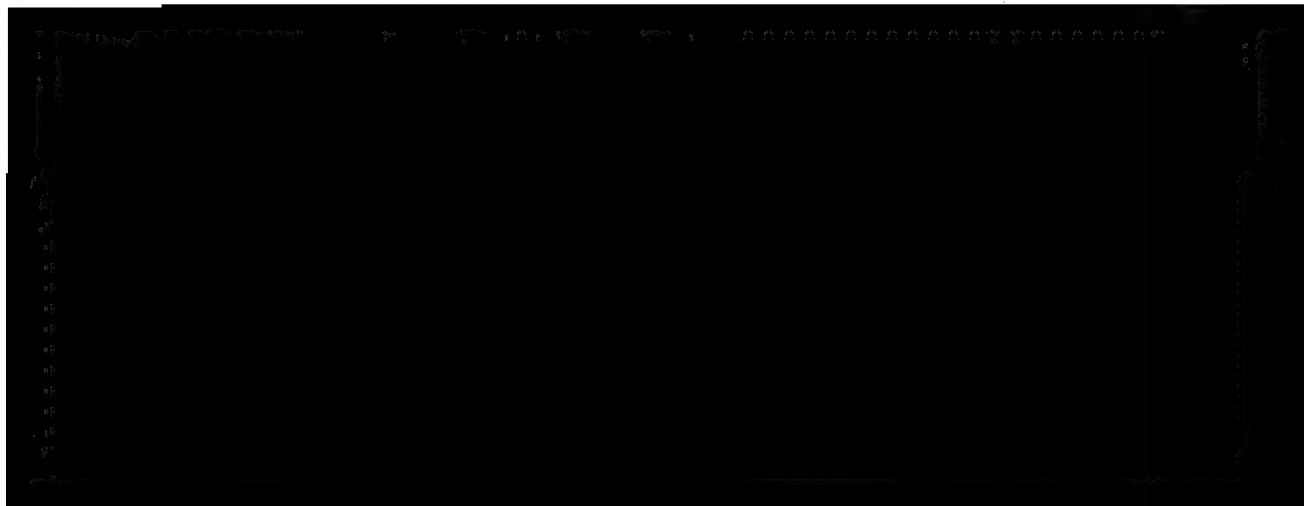
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Sources of Information:

25X1C5b

25X1X6

25X1B4d



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QUESTIONS

A. Production and Repair of Airframes and Engines

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1. 
2. 
3. Is series effort being devoted to development of a jet trainer in East Germany?
4. Are there indications that small jet engines for trainer aircraft are to be series-produced in East Germany?

B. Industry Finances

What are the investment and cost figures for:

1. The industry as a whole.
2. The individual factories.

C. Cost of Aircraft

1. Cost or selling price of aircraft.
2. Cumulative unit on which this price is based.
3. Slope of cost or selling curve.
4. Cost breakdown as follows:
  - a. Airframe
  - b. Engine
  - c. Propellers
  - d. Electronics
  - e. Accessories
  - f. Furnishings
  - g. Miscellaneous

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